

Rogers (KY)	Shays	Tiberi
Rogers (MI)	Sherman	Toomey
Rohrabacher	Shimkus	Towns
Ros-Lehtinen	Shuster	Turner (OH)
Ross	Simmons	Turner (TX)
Rothman	Simpson	Udall (CO)
Roybal-Allard	Slaughter	Udall (NM)
Royce	Smith (MI)	Upton
Ruppersberger	Smith (NJ)	Van Hollen
Rush	Smith (TX)	Velázquez
Ryan (WI)	Smith (WA)	Vitter
Ryun (KS)	Solis	Walden (OR)
Sánchez, Linda T.	Souder	Wamp
Sanchez, Loretta	Spratt	Waters
Sanders	Stenholm	Watson
Sandlin	Strickland	Watt
Saxton	Sullivan	Weiner
Schakowsky	Sweeney	Weldon (PA)
Schiff	Tancredo	Weller
Schrock	Tauscher	Wexler
Scott (GA)	Taylor (MS)	Whitfield
Sensenbrenner	Taylor (NC)	Wicker
Serrano	Terry	Wilson (NM)
Sessions	Thomas	Wilson (SC)
Shadegg	Thompson (CA)	Woolsey
Shaw	Thompson (MS)	Wynn
	Tiahrt	Young (FL)

NOES—62

Alexander	Holt	Petri
Andrews	Hostettler	Radanovich
Berry	Inslee	Rahall
Bonilla	Jackson (IL)	Ryan (OH)
Capuano	Johnson, Sam	Sabo
Carter	Kennedy (RI)	Scott (VA)
Case	Kildee	Sherwood
Collins	Kilpatrick	Skelton
Conyers	Klecza	Snyder
Costello	Kucinich	Stark
Crowley	Langevin	Stearns
Davis, Jo Ann	Levin	Stupak
DeFazio	Lipinski	Thornberry
Delahunt	Markey	Tierney
Dicks	McCollum	Visclosky
Dingell	Mollohan	Walsh
Filner	Oberstar	Walden (FL)
Frank (MA)	Obey	Wolf
Gonzalez	Ortiz	Wu
Gutierrez	Owens	Young (AK)
Hastings (FL)	Pallone	

NOT VOTING—6

DeMint	Hulshof	Tauzin
Gephardt	Tanner	Waxman

ANNOUNCEMENT BY THE CHAIRMAN PRO TEMPORE

The CHAIRMAN pro tempore (during the vote). Members are advised there are 2 minutes remaining in this vote.

□ 1744

Mr. RANGEL and Mr. RUSH changed their vote from "no" to "aye."

So the amendment was agreed to.

The result of the vote was announced as above recorded.

Mr. YOUNG of Alaska. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. HASTINGS of Washington) having assumed the chair, Mr. SIMPSON, Chairman pro tempore of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 3550) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, had come to no resolution thereon.

PERMISSION FOR COMMITTEE ON SCIENCE TO HAVE UNTIL 5:00 P.M., WEDNESDAY, APRIL 14, 2004, TO FILE LEGISLATIVE REPORTS ON H.R. 3970 AND H.R. 4030

Mr. BOEHLERT. Mr. Speaker, I ask unanimous consent that the Committee on Science have until Wednesday, April 14, 2004, at 5 p.m. to file legislative reports on the following measures:

H.R. 3970, Green Chemistry Research and Development Act of 2004; and

H.R. 4030, Congressional Medal for Outstanding Contributions in Math and Science Education Act of 2004.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 898

Mr. RENZI. Mr. Speaker, I ask unanimous consent to have my name removed as a cosponsor of H.R. 898.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arizona?

There was no objection.

TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

The SPEAKER pro tempore. Pursuant to House Resolution 593 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 3550.

□ 1745

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 3550) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, with Mr. SIMPSON (Chairman pro tempore) in the chair.

The Clerk read the title of the bill.

The CHAIRMAN pro tempore. When the Committee of the Whole rose earlier today, the amendment numbered 17 printed in part B of House Report 108-456, offered by the gentleman from Alabama (Mr. BACHUS), had been disposed of.

It is now in order to consider amendment No. 20 printed in House Report 108-456.

AMENDMENT NO. 20 OFFERED BY MR. BRADLEY OF NEW HAMPSHIRE

Mr. BRADLEY of New Hampshire. Mr. Chairman, I offer an amendment.

The CHAIRMAN pro tempore. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 20 offered by Mr. BRADLEY of New Hampshire:

Add at the end the following new section:
SECTION 1. VEHICLE WEIGHT LIMITATIONS.

(a) The next to the last sentence of section 127(a) of title 23, United States Code, is

amended by striking "Interstate Route 95" and inserting "Interstate Routes 89, 93, and 95".

(b)(1) IN GENERAL.—In consultation with the Secretary of Transportation, the State of New Hampshire shall conduct a study analyzing the economic, safety, and infrastructure impacts of the exemption provided by the amendment made by subsection (a), including the impact of not having such an exemption. In preparing the study, the State shall provide adequate opportunity for public comment.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) \$250,000 for fiscal year 2004 to carry out the study.

(3) APPLICABILITY OF TITLE 23, UNITED STATES CODE.—Funds authorized by this section shall be available for obligation in the same manner as if such funds were appropriated under chapter 1 of title 23, United States Code; except that such funds shall remain available until expended.

The CHAIRMAN pro tempore. Pursuant to House Resolution 593, the gentleman from New Hampshire (Mr. BRADLEY) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from New Hampshire (Mr. BRADLEY).

Mr. BRADLEY of New Hampshire. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I propose this amendment for consideration by the Congress so that it can strictly apply to the State of New Hampshire, raising the weight limits on trucks that travel on Interstate 89 and Interstate 93. Currently, right now, Mr. Chairman, we have trucks avoiding our main highways and driving through some of the most populated towns in our State in order to avoid the weight limit.

Mr. Chairman, when I proposed this amendment to the Committee on Rules, I submitted for the record letters from many public safety people throughout our State, including the Department of Safety, the Department of Transportation, local police chiefs, as well as town councilors, and others supporting this amendment.

The reason people in New Hampshire support this amendment, Mr. Chairman, is that our trucks are riding on roads where there is no weight limit up to 99,000 pounds, presenting significant public safety issues, going by schools and other places of assembly. We need to get these trucks on our highways where they are safer and where they are designed to be operated.

Mr. Chairman, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I claim the time in opposition, and I yield myself 1 minute.

Mr. Chairman, Congress, some years ago, granted New Hampshire limited exemptions from the Federal truck size and weight limits. We required that the State complete the study of the impacts upon the State's infrastructure, and even allocated \$250,000 to undertake the study. The State has not completed its study. DOT, U.S. Federal